6.MOBILITY ELEMENT

CHAPTER 6: MOBILITY ELEMENT

CURRENT AS OF JANUARY 2018

INTRODUCTION TO MULTI-MODAL MOBILITY

The ability to move spontaneously and independently is crucial to the quality of life Weatherford residents' desire. The Weatherford community views its transportation system not only as a way to facilitate movement, but also as a place to gather, to congregate, to sit, to watch, and to interact. This expanded definition fundamentally changes the Weatherford community's relationship with streets and will factor into future transportation discussions. *Streets are also our community's public face, the places that connect us to work, entertainment, shopping, recreation, and each other.*

Modern human travel can be as simple as walking to a neighborhood grocery store or as complex as flying cross country to a business meeting. Therefore, mobility planning must consider access for all people and all travel modes.

In addressing the mobility needs of all users, the mobility plan must integrate the community's values of health, safety and economic vitality by viewing the transportation system as a platform for creating and capturing these values.

POLICY DIRECTION FOR MOBILITY IN WEATHERFORD

The Weatherford Transportation Advisory Board (TAB) develops plans and policies to improve mobility within Weatherford and the region. The Board is the main conduit for community input regarding mobility and when plans and policies are developed they are forwarded to the City Council for action. TAB helped develop the 2013 Thoroughfare plan and its vision statement: **"a vibrant community will be achieved by ensuring that transportation and infrastructure investments focus on provision of mobility choice, and supports strong neighborhoods, employment centers and activity centers"**. The Weatherford Thoroughfare Plan, adopted in 2016, sets goals that establish a strong basis for planning, building and maintaining a mobility system that meets the needs of Weatherford residents now and in the future. The Thoroughfare Plan's goals are:

1. To provide a transportation system that will effectively and economically serve the existing and projected travel needs of the community in a safe and efficient manner.
2. Provide continuity of traffic flow within and between neighborhoods and throughout the community.
3. Monitor regional transportation system or other agency planning efforts to ensure a proactive community response to issues affecting the city.
4. To optimize mobility and decrease dependency upon the automobile by encouraging transportation alternatives.
5. To plan and implement regional mobility options for residents commuting to and from the city to the Metroplex.
6. Promote the development of a general aviation airport within/near the City.
7. Reduce truck traffic through the City.
8. Upgrade and improve existing street infrastructure to enhance system carrying capacity, reduce congestion and minimize accidents.
9. Upgrade and improve existing street infrastructure to meet or exceed minimum standards by Year 2035.
10. Promote a more livable city and high quality of life through incorporation of urban design practices and a proactive approach to aesthetic quality of key transportation corridors.
11. Optimize the use of city funds and leverage additional funding for transportation to maximize public return on investment in transportation infrastructure and operation.

The Thoroughfare Plan's complete set of adopted goals and their associated objectives may be found in chapter 2 of the adopted Thoroughfare Plan which is viewable and downloadable at http://weatherfordtx.gov/DocumentCenter/View/8053.

This General Plan helps achieve the goals of the Transportation Plan because it coordinates mobility investments with the anticipated patterns of land use and future development. The policies and action steps described below reflect the direction from City Council through its adopted mobility plans and policies, including the 2013 Thoroughfare Plan, the 2016 Thoroughfare Plan and the 2017 Complete Streets Policy. They strengthen the City's ability to achieve these mobility objectives and, at the same time, create the public spaces that Weatherford residents want and that will make Weatherford neighborhoods and business areas appealing and desirable over time.

MOBILITY SYSTEMS

Transportation systems form one of the most visible and permanent elements of any community. They establish the framework for community growth, connectivity, development and, along with the Place Type Diagram, form a long-range statement of public policy. After the alignment and right-of-way of major transportation facilities are established and adjacent property is developed, it is difficult to change or expand the transportation system without significant impacts on existing development and property. By incorporating the land uses and densities of the Place Type Diagram into planning for future transportation systems, strategies are developed that maximize the land use/transportation relationship and increase the community's chances in achieving its overall social and economic development goals.

REGIONAL MOBILITY SYSTEMS

Weatherford and its surrounding communities are major contributors to the economic growth of the North Texas region, a region that boasts a population of 7 million people today and a projected population of over 10 million people by the year 2040. Local and regional mobility is a vital factor in creating this economic well-being and the quality of life that attracts so many people. To sustain this attraction and vitality, the mobility plan is designed around maximizing existing system assets and enhancing value to the community. These values are realized through improved maintenance practices, efficient management and operational controls, rational land use strategies and the design of gathering spaces and public places as part of mobility investments. This approach allows capital infrastructure investments in transportation systems to target a variety of travel and community needs.

Weatherford's residents and businesses must be able to easily connect with these regional systems if they are to enjoy the quality of life and business success they seek. As a result, the City's mobility planning must be compatible with the plans for all mobility systems in the North Texas region. The City Council, Transportation Advisory Board and Capital Transportation Department coordinate with regional, state and federal agencies to ensure that Weatherford's mobility investments connect seamlessly with the regional systems.

MOBILITY SYSTEMS WITHIN THE STUDY AREA

RESPONSIBILITY

Weatherford's roadway system is controlled by two governmental entities – the City of Weatherford and the Texas Department of Transportation (TxDOT). TxDOT operates the major arterials and freeways in Weatherford, including US Highway 180, FM Highway 51, FM Highway 2454, FM Highway 1884, FM Highway 920, FM Highway 730 and Interstate Highway 20. Weatherford operates all other roadways within the City limits. All roadway maintenance and rehabilitation is paid for through the City of Weatherford General Fund. Any new roadways or capacity expansion of existing systems are normally funded through street bonds known as "general obligation bonds" which are approved by taxpayer vote. Improvements to the areas along the roadways – the places Weatherford values as its public face – are included in these projects.

Providing access to systems that support this type of mobility is the number one priority of the Capital Transportation Department. While the Public Works Department is devoted to maintaining and improving the existing roadways, the Capital Transportation Department plans and constructs new systems that expand and improve all forms of personal and mass mobility. To implement the Weatherford Transportation Plan, the Capital Transportation Department and TAB have developed a 10-year and 20-year Capital Improvement Program, which is augmented by a Tax Increment Reinvestment Zone (TIRZ – See Economic Development Element Chapter 5) with a dedicated funding stream to help implement transportation plans. The City also works with the North Texas Council of Governments (NCTCOG) to secure State and Federal transportation funds for regional and local transportation projects.

STUDY AREA THOROUGHFARE PLAN

A thoroughfare plan is a long-range plan that identifies the location and type of roadway facilities that are needed to meet the needs of projected long-term growth within the City and its ETJ. The long-term growth is typically projected using a travel demand model which utilizes future land use inputs and assigns the future traffic generation onto the thoroughfare network of streets. It assists the City in determining the hierarchy of the street network and the appropriate number of traffic lanes a corridor should have to provide appropriate capacity to accommodate the future demand. It does not, however, identify the appropriate configuration or design of future streets based upon each street's development context. Weatherford's Thoroughfare Plan addresses three important topics: the classification of streets, the location and capacity of corridors within the network and the inclusion of all modes of travel.

STREET CLASSIFICATIONS

Functional street classification recognizes that streets are part of a system having diverse origins and destinations. Functional classifications also describe and reflect a set of characteristics common to all roadways within each class. Functions range from providing mobility for through traffic and major traffic flows, to providing access to specific properties. Characteristics unique to each classification include the degree of continuity, general capacity, traffic control characteristics and relationship to other streets in the hierarchy. Functional classes can be subdivided further into major and minor designations to further detail their role in the community. The relative role of each classification, its intended use and operational design criteria are illustrated in Exhibit 6.1.

Type of Roadway	Function	Spacing (Miles)	Direct Land Access	Roadway Intersection Spacing (3)	Volume Ranges (Veh./Day)	Speed Limit (MPH)	Parking	Comments
Freeway/ Tollway	Traffic Movement; long distance travel.	5-Apr	None	1 mile	45,000 to 125,000	55-70	None	Supplements capacity of arterial street system and provides high speed mobility.
Major Arterial	Moderate distance inter-community, intra-metro area, traffic movement. Serves long trip lengths.	½ -1 ½ (2)	Restricted – some movements may be prohibited; number and spacing of driveways controlled.	1/4 mile	36,000 to 45,000	40-55		"Backbone" of the street system.
Minor Arterial	Mobility function is primary; access function is secondary. Serves moderate trip lengths.		May be limited to major generators; number and spacing of driveways controlled.	1/8 mile	20,000 to 34,000	30-45		Provides route and spacing continuity with major arterials.
Major Collector	Primary – collect / distribute traffic between local streets and arterial system. Secondary – land access; inter-neighborhood traffic movement.	¼ -½ (2)	Safety controls; limited regulation.	300 feet	12,000 to 28,000	30-40	Limited	Through traffic should be discouraged.
Minor Collector	Primary – internal to one neighborhood; serves short trip lengths. Secondary – land access.				1,000 to 15,000	30-35	Limited	
Local	Land access.	2 lot lengths	Safety control only.		200 to 1,500	20-30	Permit ted	

(1) Spacing determination should also include consideration of (travel within the area or corridor based upon) ultimate anticipated development.

(2) Denser spacing needed for commercial and high-density residential districts.

(3) Spacing and intersection design should be in accordance with state and local thoroughfare standards.

Exhibit 6.1 Street Classifications

LOCATION AND CAPACITY OF CORRIDORS

The thoroughfare plan serves as a tool to enable the City to preserve future corridors for transportation system development as the need arises. One of the most essential elements of the thoroughfare plan is its identification of needed future right-of-way (ROW). The ROW in the Thoroughfare Plan allows the City to require future development to dedicate necessary ROW to accommodate new demand on the street network. Not having this element in thoroughfare planning can result in difficult and costly land acquisition and potential mobility issues for the City as it grows.

The 2013 Thoroughfare Plan Map is publicly reviewed and modified on a regular basis to reflect current needs. The latest plan map was revised in 2017 and is shown in Exhibit 6.2. The map may be found at http://weatherfordtx.gov/DocumentCenter/View/12625 and examined in closer detail.

PLANNING FOR ALL TRAVEL MODES

The 2013 Thoroughfare plan not only included thoroughfare classification and configuration, it integrated a complete streets program, mass transit and multi-modal planning, bike and pedestrian planning, aviation airport planning, downtown courthouse square planning with traffic operations, context corridor and gateway streetscaping and parking to from a complete mobility plan. The plan forms the guiding document for the development of plans, policies and actions by the Transportation Advisory Board and City Council.

Exhibit 6.2 Weatherford Region Thoroughfare Plan

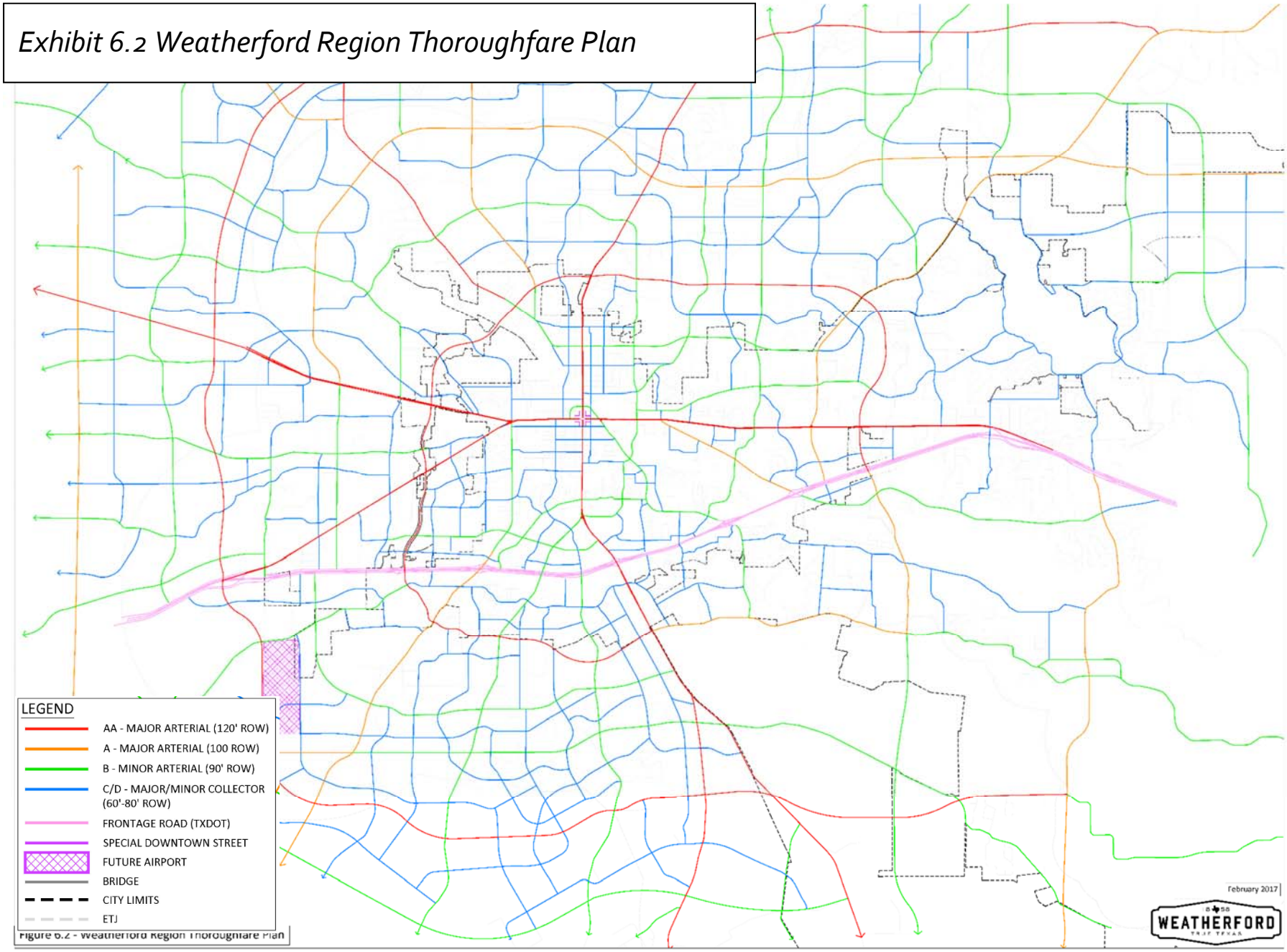

Figure 6.2 - Weatherford Region Thoroughfare Plan

DESIGN FOR COMPLETE, CONNECTED AND CONTEXT-SENSITIVE STREETS

Street design and transportation system planning are important elements in a General Plan, guiding the city engineers, roadway designers, land use planners and private developers by creating safe, functional and livable streets within the City of Weatherford and its ETJ. In the past, roadway standards created thoroughfares based primarily on their role in moving the vehicular traffic volumes expected.

Recent trends in development, locally and across the nation, have changed this approach to roadway planning. Today's transportation system plans consider multiple modes of transportation, not just autos and trucks, and recognize the key role the street network plays as a platform for creating and sustaining the places along and connected to and by these roadways.

Today's mobility system planning encourages greater flexibility in thoroughfare design so the street complements surrounding land uses and activities and improves the transportation-land use connection. These flexible design guidelines enable the City and developers to enhance their developments with streets that are consistent with the character and sense of place created by the surrounding land uses. In this way, the street and the 'public realm' it travels through compliment the neighborhoods, business areas and parks they serve.

COMPLETE STREETS

Complete Streets mean streets that are designed, operated, and maintained to enable safe, accessible, convenient, and comfortable travel and access for all people and travel modes.[1] This includes people traveling as pedestrians, by bicycle, by transit, and by motor vehicle such that people of all ages and abilities are able to safely move along and across a street.

By designing 'Complete Streets', the City of Weatherford provides a complete and connected, context-sensitive transportation system for all users that supports mobility options, accessibility, healthy living, and economic benefit, and will ensure the safety, accessibility, comfort, and convenience of people of all ages and abilities, pedestrians, bicyclists, motorists, public transportation users, emergency responders, freight providers, and adjacent land users.

[1] These descriptions and definitions are excerpted from the City of Weatherford Complete Streets Policy, adopted 2017.

CONNECTED STREETS

The connected, multi-modal mobility system is designed to give people choices and flexibility so they can decide how and when they make their trips to work, school, shopping and other destinations. A focus on connectivity emphasizes the value of easy linkages to major destinations for people who are walking or biking. Multi-modal transportation systems provide streets that are designed for all modes of travel – auto, bicycle, walking and public transportation. They support new innovations in shared ride systems. New technology makes it easier to manage the demands on the mobility network, thus making more efficient and cost-effective use of the system's capacity. (Photo courtesy of CityLab)

CONTEXT-SENSITIVE STREETS

Together with more flexible street design guidelines, the street context, or character of the area adjacent to the roadway, plays a vital role in the way a street looks and functions. One type of street design will not satisfy all the varied needs within the City. Therefore, it is important that the design standards offer flexibility to allow for these distinctions. There is no "one size that fits all" in the framework of street design. The illustration shows a single street that traverses a range of different places, from a Town Center to a residential neighborhood. In each of these areas, the design and character of the street should act as a supporting platform and complement the character and the uses found in the area.

Courtesy Townscape, Inc. Jim Richards, Dennis Wilson

DESIGN CONCEPTS FOR COMPLETE, CONNECTED AND CONTEXT-SENSITIVE

STREETS DESIGNED TO COMPLEMENT ADJACENT USES

Creating streets and other parts of a mobility network that are complete, connected and context-sensitive requires an evaluation of issues related to travel demands and safety, urban design and community objectives. Several street types are defined based on their transportation role and capacity, but also on the character of the places they serve. The examples in the following depictions show how land use and character as well as transportation features combine to create a set of standard 'street types'. These street types are then used within the General Plan's Place Type areas as the guidelines for detailed street cross-sections and design features.

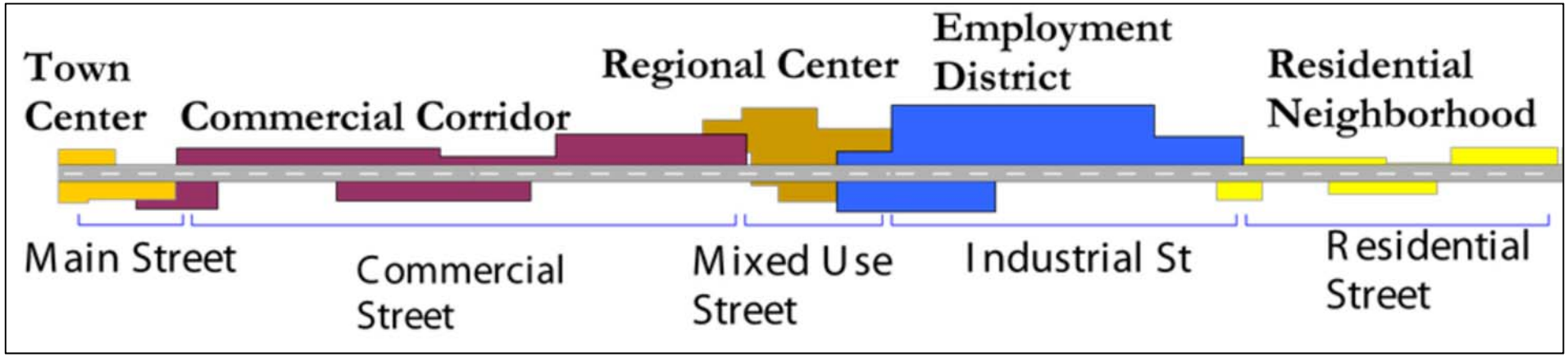

Exhibit 6.3: Complete Streets Design Approach

Exhibit 6.4: Street Type Example 1

Urban Mixed Use Streets

Land Use
- Wide range of uses, including live, work, shop & play, and
- Minimal building setbacks

Travelway
- Slower speeds on collector streets
- Higher speeds on arterial streets
- On-street parking encouraged
- Emergency Vehicle accommodation desirable

Streetside
- Moderate pedestrian activity
- Wide sidewalks with landscaping buffer
- Pedestrian scaled lighting and street furniture

Transit
- Frequent transit service
- Stops spaced no greater than 1/2 mile
- High quality, weather protected stops

Bicycles
- Shared lanes with bicycles and vehicles
- Bike lanes desirable where ROW is available


Richardson, TX


Addison, TX

Exhibit 6.5: Street Type Example 2

Urban Neighborhood Streets

Land Use
- Wide range of uses including special industrial, retail, restaurants, studio and mixed live-work units
- Minimal building setbacks

Travelway
- Slower speeds on collector streets
- On-street parking encouraged

Streetside
- Moderate pedestrian activity
- Wide sidewalks with landscaping **buffer**
- Landscaping and trees to provide shade

Transit
- Frequent transit service
- Transit stops spaced no greater than 1/2 mile

Bicycles
- Shared lanes with bicycles and vehicles
- Bike lanes desirable where ROW is available


Dallas, TX


Dallas, TX

Exhibit 6.6: Street Type Example 3

Suburban Neighborhood Streets

Land Use
- Primarily residential
- Homes can front on low volume streets

Travelway
- Low to moderate speeds and volumes
- Driveway management important
- Emergency vehicle accommodation desirable
- On-street parking common

Streetside
- Low to moderate pedestrian activity
- Wider sidewalks with wide landscaping buffers
- Trees to provide shade

Transit
- Transit service available

Bicycles
- Bike lanes desirable on collector streets
- **Off-street** trails where ROW permits

Richardson, TX

Austin, TX

Exhibit 6.7: Street Type Example 4

Suburban Commercial Streets

Land Use
- Wide range of uses including live, work, shop, play, dining and lodging

Travelway
- Higher speeds and volumes
- Driveway management important
- Raised medians desirable to increase safety
- 4+ lanes common

Streetside
- Low to moderate pedestrian activity
- Wider sidewalks with wide landscaping buffers
- Pedestrian access to transit and adjacent land uses

Transit
- Transit service available
- Stops spaced no closer than 1/4 mile to increase **efficiency**

Bicycles
- Bike lanes desirable on collector streets
- **Off-street** trails where ROW permits
- Bike lanes may require **buffer** due to traffic speeds and volumes


Richardson, TX


Houston, TX

EXAMPLE COMPLETE STREET CROSS SECTIONS

Once the street type and function have been defined, specific cross-sections can be developed. The cross-section designs change as the street moves from one place to the next. For each place, a different cross-section may best provide a street that is complete – serving all modes of travel – and context-sensitive – contributing to the vitality and character of the place. The illustrations in Exhibits 6.8 and 6.9 below show the variation between a street in a walkable, Main Street area and a street in a Commercial area

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Exhibit 6.8

Exhibit 6.9

Adjacent development in key places should be subject to design guidelines or standards as well. Such standards can address the location, massing and form of buildings, the character of the public realm and other features. The rendering in Exhibit 6.10 suggests a place created by the combination of development guidelines and a Main Street design of mobility improvements. Based on these street and development design concepts, the mobility network contributes to the creation of a vibrant and successful place. As part of implementing this General Plan, Weatherford can provide design guidance for public and private sector mobility projects that support the desirability and long-term success of the areas they serve.

STREET DESIGN: TRAFFIC CALMING AND ROUNDABOUTS

Traffic calming is the combination of a variety of physical measure measures to reduce the negative effects of motor vehicles, alter driver behavior, create safe and attractive streets and improve conditions for non-motorized street users. Traffic calming can slow speeds of vehicles through neighborhoods, reduce cut through traffic and the number or seriousness of collisions. In so doing, it enhances the livability and street environment of those areas. The City Transportation and Public Works Department has an adopted Traffic Calming Program with a toolbox of available physical improvements such as intersection and midblock chokers (See photo). Speed can be reduced by narrowing travel lanes with parking lanes, striping, bike lanes, pedestrian ways and small traffic circles at residential intersections. The policy may be viewed at http://weatherfordtx.gov/DocumentCenter/Home/View/1111

Within the last 30 years, the roundabout has become an acceptable alternative to traditional intersections (like traffic signals and stop signs). The roundabout intersection provides several benefits when considering intersection improvements. For example, an existing intersection may have a high accident rate but is close to a traffic signal or stop-controlled intersection. A roundabout can provide safety improvements by channeling traffic around the central island, and by using yield signs it also helps reduce vehicle wait time. Roundabouts also provide a traffic calming effect along a roadway corridor and aesthetic benefits with landscaping at the island and around the intersection. In addition, studies have shown that traffic congestion and waiting at lights with idling cars on many streets is reduced because traffic is always moving, although at different rates of speed. The City of Weatherford has recently implemented its first roundabout at the intersection of Charles Street and Mockingbird Lane with a single lane roundabout with landscaping improvements. (See concept plan). Once they got used to it, the neighborhood and motoring public have given very favorable reviews. Weatherford will investigate the use of roundabouts at a number of possible locations. The roundabout policy can be viewed at: http://weatherfordtx.gov/DocumentCenter/View/11623.

Exhibit 6.10 Charles Street/Mockingbird Roundabout

PEDESTRIAN ROUTES

Every trip a person takes begins and ends with a pedestrian component, even if it is just the short walk to a car parked in a driveway. In planning for the demands of today and the future, there is an increasing recognition of the importance of pedestrian trips for several reasons:

- In metropolitan areas, there is not enough land or funding to continue building enough new roads for the travel demand that results if all trips are taken in autos

with only one occupant. Shifting short trips to other modes is fiscally responsible.

- Within areas like downtowns and nearby neighborhoods, adding enough lanes to accommodate increased vehicle traffic would require removing existing buildings and would damage the fabric of lively, vital and distinctive areas.
- Public health research demonstrates that people are more active if they have convenient, safe and appealing places to walk near their homes and connecting to local destinations.
- Reducing vehicular trips improves air quality, another public health benefit, and reduces the impacts of noise and the dangers of accidents.
- Having good non-vehicular options creates a better quality of life for children, seniors and disabled persons who cannot drive, as well as for those households that cannot afford to own and operate multiple vehicles.
- People are choosing to live where they can take fewer and shorter vehicular trips as part of their daily lives because this allows them extra time to spend with family and friends.
- Market research demonstrates that the people starting their adult lives today (the 'Millennial Generation') prefers to live in places where jobs, school, shopping, restaurants, entertainment and open spaces are within walking distance of home.

For all these reasons, Weatherford's future includes a mobility system with robust pedestrian routes and associated improvements. The Complete Streets designs discussed previously include sidewalks. Several other aspects of the pedestrian system also deserve mention here.

SIDEWALKS

In many cities, sidewalks were built when individual subdivisions were developed and the decision to include sidewalks was often up to the developer. As a result, some older neighborhoods have sidewalks and easy pedestrian connections while others do not. Also, since sidewalks were built subdivision by subdivision, there are frequently gaps between sidewalks. The lack of sidewalks makes it much more difficult to walk from home to a nearby destination and much less likely that a neighborhood resident will include regular walking as part of a healthy lifestyle. Weatherford can improve the effectiveness of its pedestrian system by conducting an inventory of sidewalk gaps along the routes to key destinations like parks, libraries, shopping or downtown. Public investment to fill these gaps can provide significant benefits to residents.

SAFE ROUTES TO SCHOOL

A special case of pedestrian need is the route a child walks to school. In the past, it was common for children to walk to their elementary schools and potentially to higher grades as well. This is more difficult today, in part because of the sidewalk problems noted above and in part because of the hazards (real or perceived) of walking along a major collector or arterial with cars traveling past at high speeds. The 'Safe Routes to School' initiative, supported by the North Central Texas Council of Governments and others, provides a method for identifying and evaluating the important routes to schools that would benefit many of the schools' students. It recommends improvements to make these routes safe. As a result, it increases the opportunities for children to have a healthy walk each school day and it reduces congestion problems that result from parents driving cars to take children to school.

TRAIL SYSTEMS

Pedestrian routes are not always adjacent to travel lanes for cars and trucks. Trails can offer recreational, health and mobility benefits as part of pedestrian and bicycle networks. Neighborhood residents can enjoy a few minutes of natural beauty as they walk to work along a creek or prairie. These connections do not create the potential safety hazards and conflicts a sidewalk might. Also, the trails can be designed as part of an effort to gain multiple benefits from natural areas. A simple example of these pedestrian systems is a trail along a floodplain. The floodplain should remain open to protect adjacent homes and businesses from flooding damage. The floodplain creates a linear corridor of open space, with ecological, recreational and amenity value. As a linear corridor, it also offers a very desirable route for a trail connecting various parts of the community. Weatherford's planning for pedestrian mobility includes these trail systems as well as sidewalks. Exhibit (to be added) shows the role floodplains play in the trail systems identified in both the City's Transportation Plan and its Parks and Recreation Plan. The General Plan supports a continuation of these initiatives. (Insert future trail, floodplain, park map here and add URL when available)

BIKE PLAN

A pedestrian and bike plan is a vital part of the mobility plan. An updated bike master plan will provide the vehicle for future funding initiatives. The existing adopted Bike Plan is located at Insert URL at future date; Exhibit 6.11 shows the major components of the current bike plan.

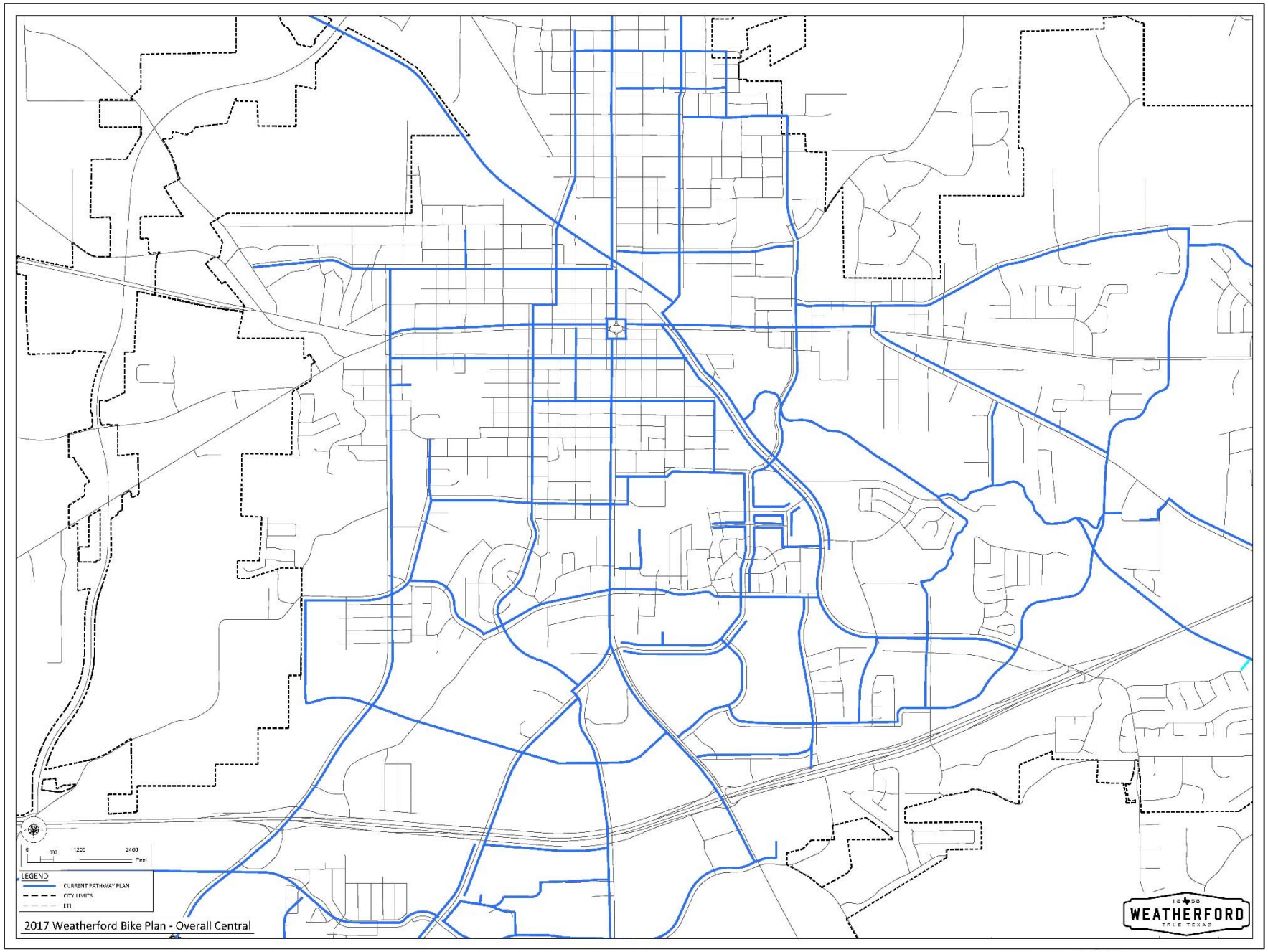


Exhibit 6.11 Weatherford Bike Plan

DOWNTOWN MOBILITY

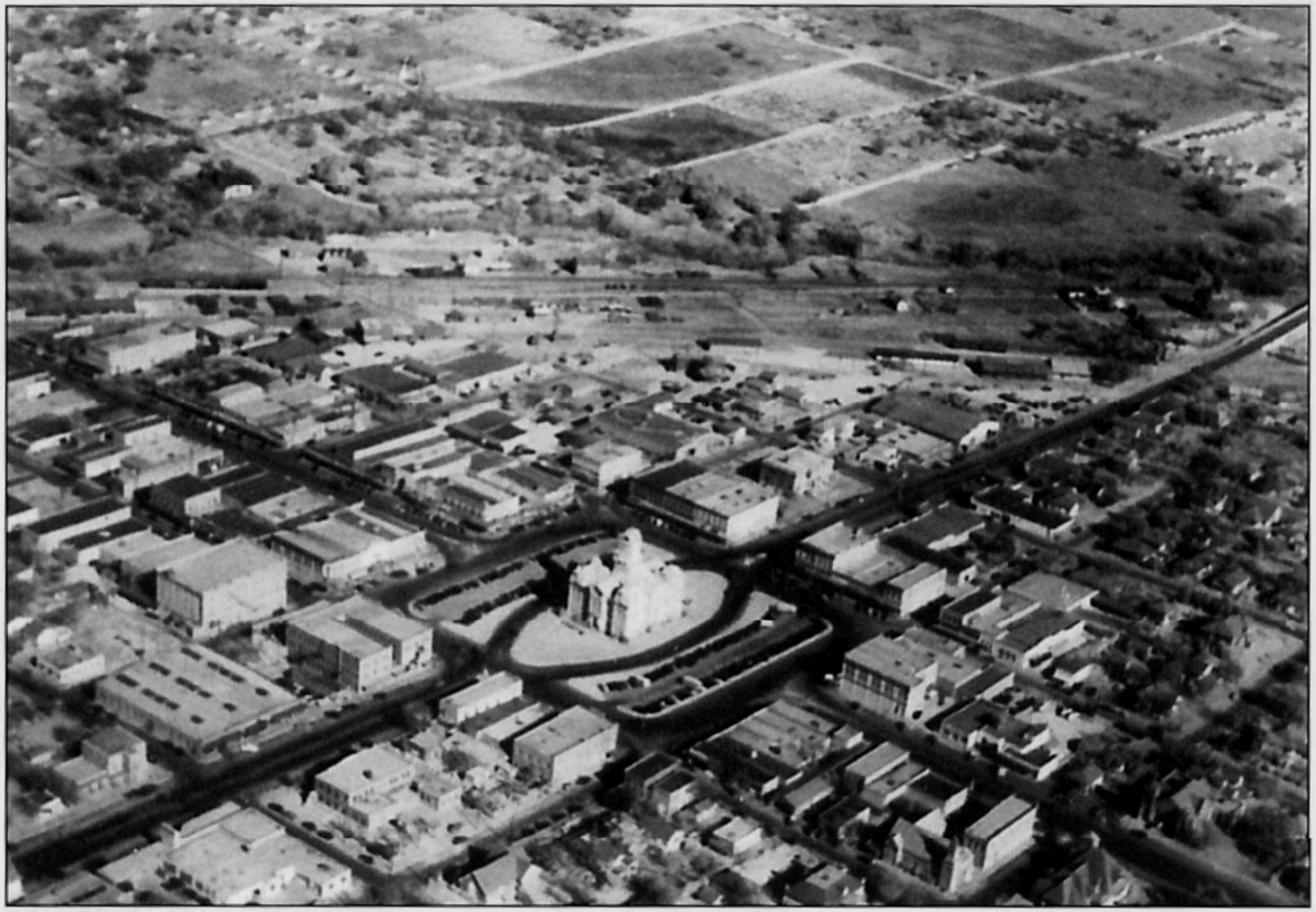
HISTORY OF DOWNTOWN MOBILITY PATTERNS

Weatherford's roadway system is built around and upon two major highways: US Highway 180, which runs east/west through the center of the City, and FM Highway 51, which runs north/south through the City. These two highways were designed as major traffic conduits passing all types of motorized vehicles through the community. As these volumes increased, especially truck volumes, the impact on the downtown was profound.

The original downtown square (Exhibit 6.12) was based on county roads that brought local agricultural products to Weatherford. In the early 1900's State Highway #1 (also known as the Bankhead transcontinental route) was established, later to become Highway 80 and then 180. It had major volumes of through automobile and truck traffic because it was one of the premier routes across Texas and the nation. Circulation around the downtown square was modified in the late 40's (Exhibit 6.13) to accommodate the increase of truck traffic on US Highway 180 and again in the late 60's (Exhibit 6.14) to accommodate increased truck volumes on Highway 51. These changes effectively separated the downtown square into five islands (the four quadrants and the isolated Parker County Court House).

Interstate 20 was eventually developed to replace Highway 80/180 as the major cross-country route. It relieved much of the pressure on downtown from east-west through traffic. The new Ric Williamson Memorial Highway (also known as the East Loop) has further reduced both the north-south and east-west through traffic and provided an alternative to using the downtown roadways. The East Loop (when completed) will also provide an alternative to driving through downtown. However, as long as these are TXDOT designated thoroughfares, signs on the Interstate will direct traffic bound to Mineral Wells and other westerly destinations through downtown. In addition, many GPS mapping systems currently route truck traffic through downtown by showing the roadways are the shortest TXDOT routes.

Exhibit 6.12 Weatherford in early 1900's looking west



The December 1948 view of the state-mandated changes in the square reveal the traffic pattern between the parking area and the businesses in the square, which still caused death or injury to customers. (Ed Brown)

Exhibit 6.13

Exhibit 6.14 Current Downtown Traffic Circulation

TXDOT TURNBACK PROGRAM

In order to recapture the Weatherford square and return it to its key role as a community focal point, the City of Weatherford is working with the Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG) to convert these State highways to city streets. This will allow Weatherford's mobility planning to control the primary traffic arteries within its community and allow local plans to come into full volition.

Over a prescribed timeframe, TxDOT will transfer ownership and control of some State highways within the City to the City. The program is known as a Turnback Program. The City and TxDOT define which highways are to be returned to local control and what the condition the highways will be prior to transfer. The first transfer is scheduled to start in 2018.

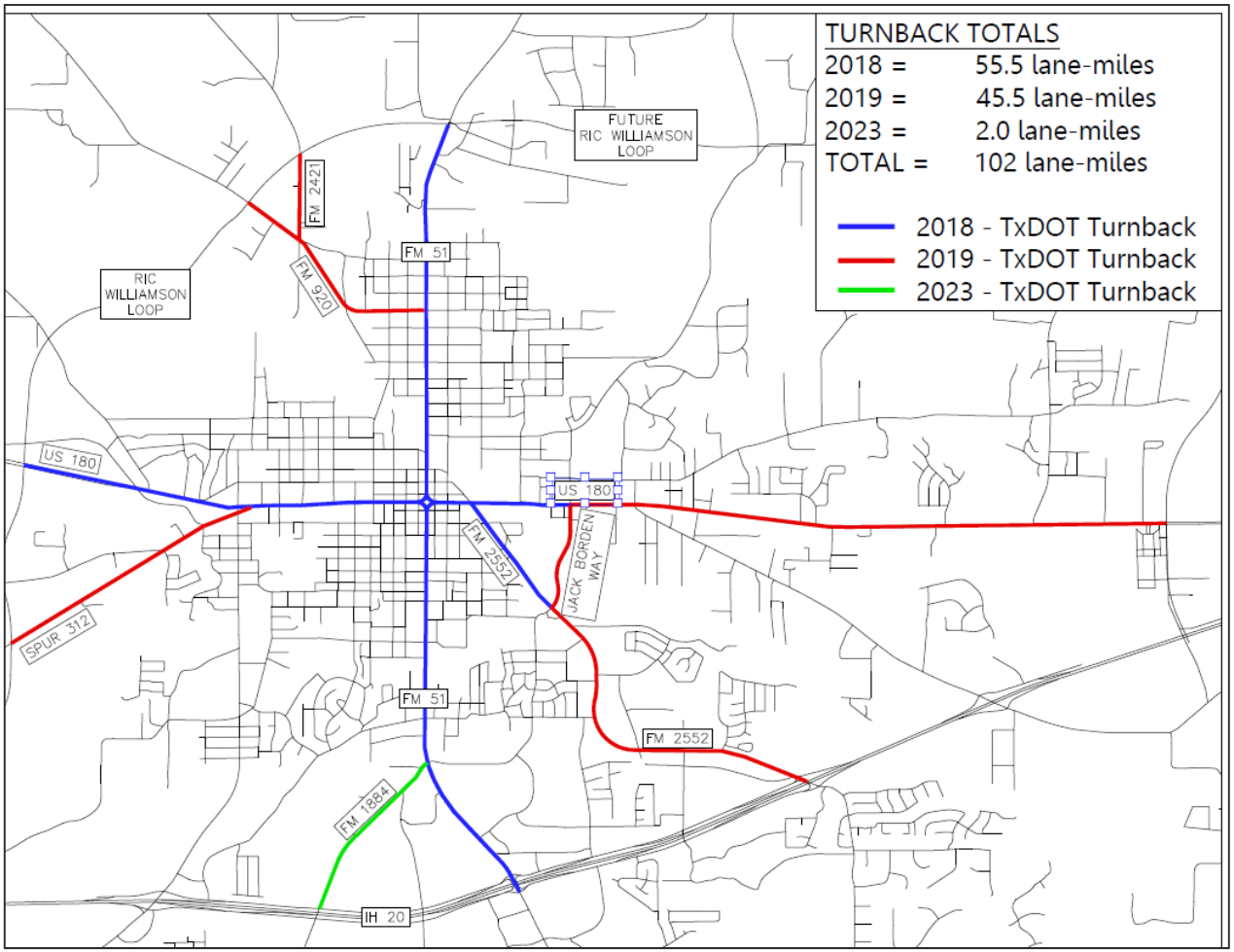


Exhibit 6.15 Weatherford Turnback Program

DOWNTOWN CIRCULATION PLAN

With local control of the main conduits into the downtown area, an updated and redesigned traffic circulation system can be implemented. Exhibit 6.16 shows the Downtown Action Plan approved in 2013 after a year-long series of public meetings and workshops shows the approved northern bypass with an improved circulation system for Downtown. It allows the downtown area to again achieve its original purpose as the community's focal point. With context-sensitive streets and some traffic calming, the roadway can open some areas to redevelopment, showcase historic neighborhoods and the downtown, encourage safe pedestrian and bicycle traffic yet facilitate through traffic. Grant funding for the northern bypass has been authorized by the North Texas Council of Governments but design and detailed plans will be needed to determine the precise alignment and improvements for such a bypass. Improvements to the square, Main Street, Palo Pinto, and Fort Worth Highway are conceptual only and not funded at this time.

Exhibit 6.16 Downtown Mobility Bypass (see full plan at: http://ci.weatherford.tx.us/DocumentCenter/View/6491/Draft-Downtown-Action-Plan-102813

COURTHOUSE SQUARE

As through traffic is offered a convenient by-pass around the downtown area, the community can concentrate on recapturing the downtown as its public space focal point. Public comments from residents during the Downtown Action Plan and General Plan processes show that there is a strong community desire to bring back the courthouse square and green area as a center for downtown activities, while still maintaining parking, pedestrian access and traffic flow. With the removal of truck traffic, the area shown in Exhibit 6.17 can be reworked to accomplish this.

Exhibit 6.17 Downtown Circulation

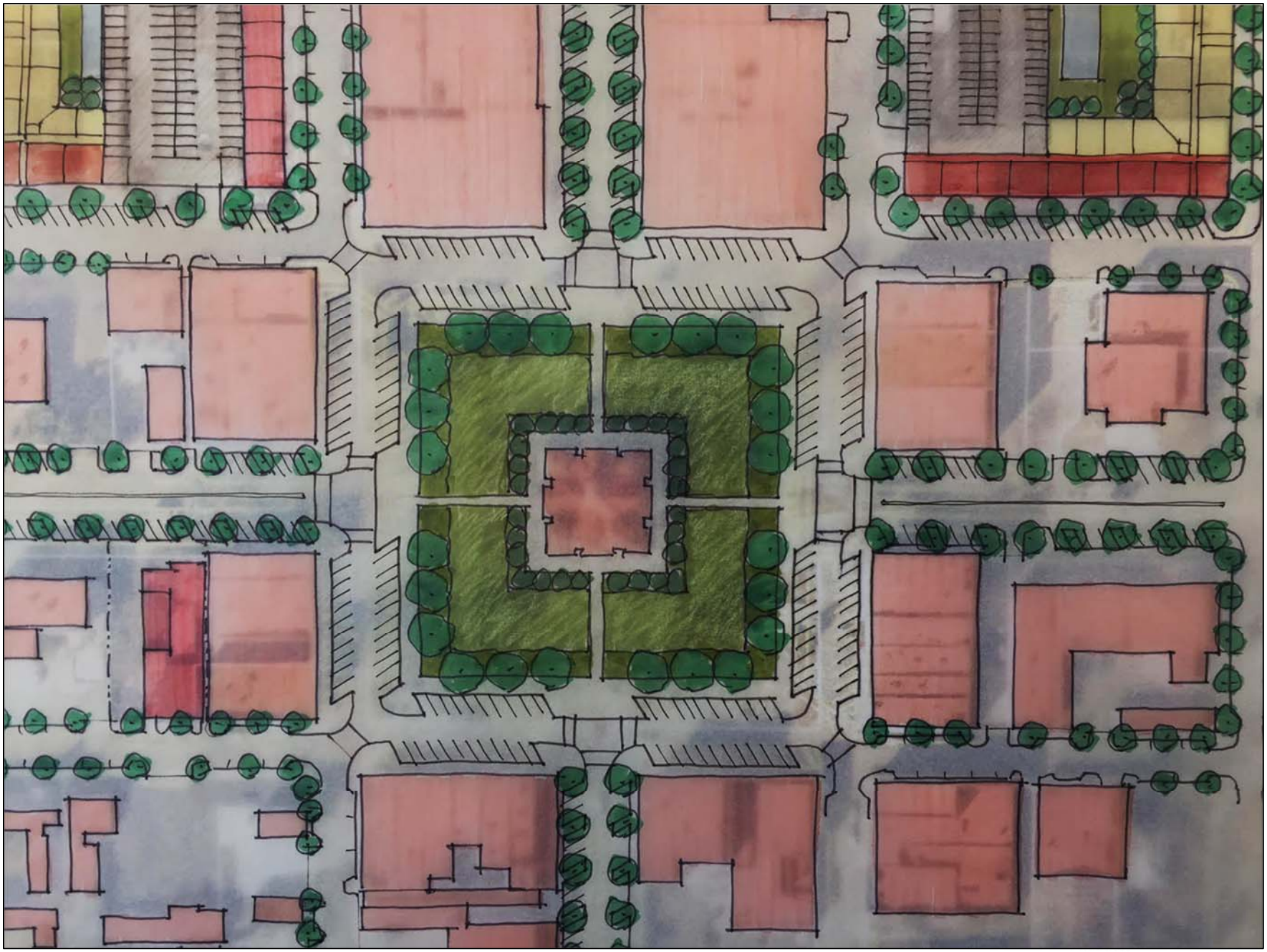


Exhibit 6.18 Possible Downtown Courthouse Concept

PUBLIC TRANSPORTATION

As the regional population continues to grow, the need for mass transit will become more relevant and alternatives to automobile travel will become more desirable. As the long-term regional center for Parker County and the surrounding area, Weatherford is a logical option for the central hub of this public transportation system in the area west of Fort Worth. The City has identified the need for a multi-modal center in or near the downtown center, with the former T&P Depot site as one possibility. A centralized center can serve both rail and bus systems as they are developed.

Along with regional public transportation, alternatives to automobile travel are becoming increasingly popular for shorter trips to local destinations. The multi-modal center near downtown could also be the focal point for systems serving trips within Weatherford itself. These local systems could use buses or historically-themed rubber tire trolleys. This center could also be a staging point for bike and pedestrian routes, and for shared vehicle systems (like Zipcar) or shared ride companies such as Uber and Lyft. These local systems could serve Weatherford residents as well as visitors to the city, who could park once and enjoy biking, taking a trolley or another form of transportation as part of their tourist experience.

AVIATION AND FREIGHT

Aviation is an integral part of mobility planning and the General Plan. With the rapid growth of the North Texas region, existing airports cannot keep up with increasing demand. Appropriate locations for general aviation airports in North Texas are at a premium and planning for such facilities is vital for long-term economic growth. Weatherford has identified the need for a general aviation (GA) airport and is working with and through TxDOT Aviation and NCTCOG to define the correct strategy for blending a GA airport with adequate surface and freight facilities to provide an integrated transportation system.

MOBILITY POLICIES AND IMPLEMENTATION

MOBILITY POLICIES

M1. The City will provide a complete and connected, context-sensitive transportation system for all users that supports mobility options, accessibility, healthy living, and economic benefit, and ensures the safety, accessibility, comfort, and convenience of people of all ages and abilities, pedestrians, bicyclists, motorists, public transportation users, emergency responders, freight providers, and users of adjacent land.

M2. The City will utilize the adopted Traffic Calming Policy and Program to encourage groups to come together to design and implement traffic calming solutions in neighborhoods without impacting connectivity or mobility.

M3. The City will use the Complete Street Policy as a program guide for all development and redevelopment in the public domain within the City and its Extra-Territorial Jurisdiction.

M4. The City of Weatherford will work with the North Central Texas Council of Governments to determine feasibility and, if appropriate, to encourage the development of a commuter rail system to Fort Worth that connects into the other Dallas-Fort Worth systems. Outside funding opportunities will be used to finance the majority of such system.

M5. The City of Weatherford will investigate the possibility of a shuttle system in the downtown with routes around the downtown, to the college and hotels and other shopping/entertainment venues. Short routes with autonomous vehicles will also be investigated. Outside funding or grants could be utilized for capital costs and user fees/some type of improvement district could be used for funding.

M6. The City of Weatherford will work with TXDOT Aviation and the North Central Texas Council of Governments to determine feasibility and, if appropriate, to encourage the development of a general aviation airport serving Parker County and counties to the west. Outside funding opportunities will be used to finance the majority of such system.

M7. The City of Weatherford will investigate various locations for available and appropriate land for a general aviation airport. The identified area should include land sufficient for not only an airport but for related economic development activities such as hangers, training facilities, offices, manufacturing, freight handling and hotels. Locations should be near a major surface transportation system but with sufficient distance from developed residential subdivisions to protect both the airport and the

residents. Outside funding or grants could be utilized for capital costs and user fees/some type of improvement district could be used for ongoing funding.

INFRASTRUCTURE ACTIONS AND INVESTMENTS

The following actions include recommendations to be considered by the Transportation Advisory Board and City Council as well as key projects identified in the 2013 Thoroughfare Plan, the 2017 Updated Thoroughfare Map and various other mobility plans of the City. Some of those actions are noted as the Department's response to the growth plans and place types contained in this general plan and are color coded as either ***Short Term*** or ***Long Term***. All others are important to the Water Utility. This list is not all-inclusive, and the reader is encouraged to contact the Department or refer to the documents listed below.

Action 6.01 **Refine for General Plan Consistency.** Review and revise the Thoroughfare/Mobility Plans as necessary to ensure consistency with the General Plan and support future development including complete and context sensitive streets that achieve this vision of Weatherford's future.

Action 6.02 **Street Design Standards.** Review and update street design standards to achieve complete streets and complement adjacent Place Types.

Action 6.03 **Roadway Design.** Complete roadway design studies to support funding and construction of transportation facilities identified in this plan.

Action 6.04 **TXDOT Turnback.** Work with TXDOT to reduce truck traffic and transform mobility in the Weatherford Downtown Area by removing State Highways from the State system.

Action 6.05 **Right-of-Way.** Acquire right-of-way for complete streets and roadways identified in the Thoroughfare Plan.

Action 6.06 **Gateway Design Guidelines.** Develop design guidelines for improvements at identified Gateway locations that express Weatherford's identity and vision.

Action 6.07 **Bicycle Plan.** Develop a Bicycle Plan for on-street bike lane systems.

Action 6.08 **Safe Routes to School.** Develop a plan for Safe Routes for children walking or biking from their neighborhoods to local schools.

Action 6.09 **Weatherford Shuttle.** Study the feasibility of a shuttle, bus or other public transportation service within Weatherford, particularly for destinations in Downtown, to the college, hotels, and other shopping/entertainment venues.

Action 6.10 **Regional Rail Study.** Participate in the North Central Texas region's processes for evaluating and designing commuter rail service so these plans can benefit Weatherford residents and businesses.

Action 6.11 **Airport Siting and Development.** Work with TXDOT Aviation, NCTCOG and private sector entities to evaluate potential airport sites and runway configurations, identify preferred locations and prepare an airport development plan.

Action 6.12 **Business Plan**. Work with public and private entities to develop a business plan for an airport and aviation-related business park.

CONTACT INFORMATION — CURRENT AS OF JANUARY 2018

Responsible Department	Capital & Transportation Projects	817.598.4245	cmarbut@weatherfordtx.gov
Web Page		http://www.ci.weatherford.tx.us/104/Transportation-Public-Works	

FULL ELECTRONIC COPY OF PLANS AND DOCUMENTS SUMMARIZED IN THIS CHAPTER:

2017 Updated Thoroughfare Plan Map	http://www.ci.weatherford.tx.us/DocumentCenter/View/12625
2013 Adopted Thoroughfare Plan	http://www.ci.weatherford.tx.us/DocumentCenter/View/8053
Adopted Complete Streets Policy	Insert URL at future date
Adopted Traffic Calming Policy	http://www.ci.weatherford.tx.us/DocumentCenter/Home/View/1111
Roundabouts	http://www.ci.weatherford.tx.us/1860/Roundabouts
2017 Adopted Bicycle Plan	Insert URL at future date

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